

Controlling land use near military airfields is important to minimize the damage from potential aircraft accidents and to reduce hazards to air navigation, so the Department of Defense (DoD) has delineated Accident Potential Zones (APZs) in the vicinity of airfield runways where, if a problem developed, an aircraft mishap would likely occur. Studies show that most mishaps occur on or near the runway or along the extended centerline of the runway.

What are Accident Potential zones?

Why are APZs important?

While the possibilities of an aircraft mishap are remote, the military recommends that land uses within APZs be minimal or low density to ensure maximum protection of public health and property. The development of APZs gives local planners a tool to promote development compatible with airfield operations. There are

three types of APZs. The Clear Zone (CZ) has the greatest accident potential and is an area where no structures except navigational aids (NAVAIDS) and airfield lighting are allowed. Various industrial, manufacturing, and agricultural land uses are acceptable within APZ1. The accident potential in APZ2 is low enough that low-density housing and commercial uses are compatible with flight operations.

Land use compatibility with APZs

Land Use	APZ 2	APZ 1	Clear Zone
Rural, single-family residential (less than one dwelling per acre)	○	●	●
Urban and suburban residential (1 or more dwelling per acre)	●	●	●
Public rights-of-way	○	○	▲
Assembly areas: schools, churches, libraries, auditoriums, sports arenas, preschools, nurseries, and restaurants	●	●	●
Hospitals and nursing homes	●	●	●
Office, retail (high concentrations of people are more likely to be considered incompatible)	▲	▲	●
Wholesale stores/manufacturing/industrial	○	▲	●
Outdoor uses: playgrounds, neighborhood parks, golf courses, riding stables (spectator sports are usually considered incompatible)	○	▲	●

○ Compatible ▲ Conditionally incompatible ● Incompatible

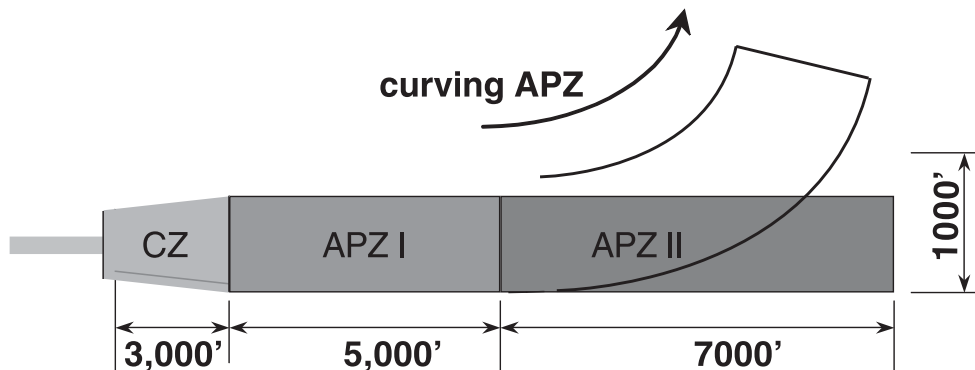
The DoD has two basic types of airfields. The Assault Landing Zone (ALZ) is a paved or unpaved airfield used to conduct helicopter and fixed-wing transport training similar to front-line combat operations. The second is the Standard Airfield (SA)

Standard Airfield APZs

with runways and facilities to accommodate landing and takeoff for a wide variety of aircraft. The ALZ has only the CZ and APZ1, and the zone dimensions are smaller than for SAs.

Note: Depending on the Service (Army, Navy, or Air Force) type and number of aircraft using the airfield, lengths and widths of APZs vary.

Clear and Accident Potential Zones



For more information on the Army's Noise Management Program contact:

Operational Noise Program
U.S. Army Center for Health Promotion and Preventive Medicine
MCHB-TS-EON
Aberdeen Proving Ground, MD 21010-5403
410-436-3829
<http://chppm-www.apgea.army.mil/dehe/morenoise/>

For more information on the Navy's Noise Management Program contact:

Special Assistant for AICUZ and Encroachment
Commander Navy Installations
Naval Facilities Engineering Command
Washington Navy Yard, Washington DC 20374
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For more information on the Air Force's Noise Management Program contact:

AICUZ/Noise Program Manager
Bases and Units Branch
HQ USAF/ILEPB
1260 Air Force Pentagon
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703-604-5277

For more information on the Marine Corp's Noise Management Program contact:

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Headquarter Marine Corps
Washington DC, 20380-1775
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